



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **ACTION:** TIL00-012A, Paragraph 252,
Descent Angle/Gradient

Date: November 28, 2000

From: Manager, Flight Procedure Standards
Branch, AFS-420

Reply to
Attn. of:

To: Manager, National Flight Procedures
Office, AVN-100

The attached TIL00-012A reflects revised wording of paragraph 1.0 in TIL00-012, for clarification. The intent of this paragraph is to establish acceptable descent angle parameters compatible with current aircraft performance capabilities. These criteria are applicable to all nonprecision approach procedures (without vertical guidance) and supersede previous descent angle/gradient guidance. These criteria do not apply to ILS, MLS, TLS, WAAS, LAAS, PAR, or LNAV/VNAV approach procedures.

This paragraph refers to "original" procedures. For purposes of FAA implementation, original procedures are those new procedures (not amendments) submitted for publication after January 1, 2001.

Paragraph 1.0 establishes preferred ranges of descent angles by aircraft category. This TIL is the basis to design all original straight-in non-vertically guided procedures within the established preferred ranges. This TIL is not; however, to be used as a basis for withdrawing Category D or E minimums from existing procedures.

When reviewing existing straight-in procedures, adjust FAF altitude or location to achieve descent angles within the desired ranges. If adjustment is not possible, do not remove Category D or E minimums. These procedures will be addressed in future implementation policy.

These criteria are effective concurrently with incorporation in IAPA software.

This TIL expires concurrently with the implementation of TERPS Change 20.

If you have questions, contact Jack Corman, extension 4-0012.

Donald P. Pate

Attachment

cc: Regional AWO's
AFFSA/XOI
ATAS-AI
ATC QA
AMA-210
AVN-160/22A
Bill Hammett
AFS-200/400/410/420

JCorman~~~NLeFevre~~~MWerner~~~DEckles~~~CMoore~~~AFS-
420~~~~~*
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